



National Transportation Safety Board Aviation Accident Data Summary

Location:	BROOKLINE, NH	Accident Number:	NYC91FA060
Date & Time:	01/17/1991, 1715 EST	Registration:	N804DW
Aircraft:	MOONEY M20J	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE STUDENT (A RATED PILOT) & THE INSTRUCTOR (CFI) TOOK OFF AT 1645 EST ON A FLIGHT TO PROVIDE EXPERIENCE IN COMPLEX AIRCRAFT TO THE STUDENT. THE LESSON WAS TO INCLUDE MINIMUM CONTROL AIRSPEEDS/STALLS, STEEP TURNS, AND EMERGENCY PROCEDURES. SUBSEQUENTLY, THE AIRCRAFT WAS FOUND WHERE IT HAD CRASHED ON A WOODED HILLTOP. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT. AN EXAM OF THE WRECKAGE REVEALED THE AIRCRAFT HAD CRASHED IN A STEEP DESCENT. THE ONLY DAMAGE TO TREES WAS DIRECTLY ABOVE THE WRECKAGE. CUT TREE LIMBS WERE FND IN THAT AREA. THE LEADING EDGES OF BOTH WINGS WERE COMPRESSED REARWARD, THE INSTRUMENT PANEL WAS DISPLACED FORWARD, THE BACK OF THE RIGHT FRONT SEAT WAS DISPLACED REARWARD, AND THE LEFT FRONT SEAT WAS DISPLACED TO THE RIGHT & SLIGHTLY REARWARD. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. OFFICIAL TWILIGHT WAS AT 1711 EST.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLIGHT INSTRUCTOR (CFI) TO ATTAIN REMEDIAL ACTION AFTER CONTROL OF THE AIRPLANE WAS LOST FOR AN UNKNOWN REASON.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED
3. (C) REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	4549 hours (Total, all aircraft), 357 hours (Total, this make and model), 1489 hours (Pilot In Command, all aircraft), 215 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N804DW
Model/Series:	M20J M20J	Engines:	1 Reciprocating
Operator:	DANIEL WEBSTER COLLEGE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A3B6D
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	ASH, 200 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 40000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 280°
Temperature:	-18° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	NASHUA, NH (ASH)	Destination:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Adopted Date:	04/13/1992
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.